

Restore Rate Conference to Spanish Ports

Steaming Lines Join in a New Agreement to Uphold Tariffs From U.S. After Six Months of Ocean War

Expect 10 to 15% Rise

Undercutting Forces Companies to Spain and Portugal to Take Joint Action

After a rate war lasting since last February, steamship lines departing from the United States to Spanish and Portuguese ports decided yesterday upon a restoration of the conference. One of the first results is expected to be an advance in rates of 10 to 15 per cent. Officials of the companies declare that the tariffs generally have been forced by competition below the cost of operation and that an increase is justified.

Other conferences closely allied with

the Spanish-Portuguese are the French Mediterranean and North Africa and the West Coast of Italy. Both of these were disrupted last winter in the same manner as the first and latest lines have undergone the hardships of an ocean war. It is expected that steps will be taken shortly for the re-establishment of these conferences.

The Spanish-Portuguese conference, a party to the new agreement. When the conference disbanded early in the year the board allowed matters to drift until the orgy of rate-cutting was past and the situation was favorable to restoration. It was learned that for several weeks four of the lines have been working in harmony, and this movement led to bringing in the other two companies.

As the conference is constituted now the members are Garcia & Diaz, C. D. Mallory & Co., three steamship lines, and A. H. Bull & Co., T. J. Fabre Line, represented by J. W. Ellwell & Co., is not a member, but it is understood that conference rates will be observed.

With the exception of the Far East conference, which was disrupted and restored a short period last March, the Spanish-Portuguese is the first to be re-established in a number of months. The movement was received with gratification in steamship circles as indicating a return to better conditions. It is believed that the prevalent is practically all trade routes in 1922 have made shipping generally unprofitable. Only the oldest and strongest conferences have been able to maintain a semblance of uniform tariffs.

American-Hawaiian Adds Motor Vessel

Missourian to List

New Diesel Ship Will Join Californian in Triangle Service to Pacific Coast and Europe From N. Y.

The new motorship *Missourian*, one of the two large cargo vessels of this type to be built in the United States, was delivered yesterday to the American-Hawaiian Steamship Company by the Merchants' Shipbuilding Corporation, at Chester, Pa. She sailed for New York, where she will be loaded, and will depart for the Pacific Coast on Thursday.

The *Missourian*, of 11,500 tons deadweight and 11.5 knots, joins her sister ship, the *Californian*, in the triangular service between North Atlantic ports, the Pacific and Europe.

Performance of the two Diesel-engined ships is being watched with interest by American shipping men, not only because they possess the most modern form of propulsion, but because they were constructed in this country and fly the American flag.

Officials of the United American Lines, operators for the American-Hawaiian, said yesterday that the *Californian*, which sailed from New York on May 25 and is now on her way from the West Coast to Europe, had more than 100,000 tons of cargo, and that her engines had needed the minor repairs anticipated on new vessels. She is expected in New York again in August.

First trips of the *Missourian* were completed successfully last Friday. It was said that she easily surpassed the contract speed of 11.5 knots. Addition of the new vessel increases the American-Hawaiian fleet in the triangular service to ten vessels.

Ship Board May Scrap Old Ex-German Liners

Twenty Vessels Rust Away at Hudson River Piers; Farley Studies Problem

An intimation that the Shipping Board may decide to scrap twenty or more ex-German liners was given yesterday by E. P. Farley, vice-president of the Emergency Fleet Corporation in charge of sales. Mr. Farley said that the board was giving considerable attention to the disposition of the ships now rusting at the piers. It was a question, he said, whether they ever would be of use for ocean service.

The fleet seized by the United States upon its entrance into the war included nearly thirty ships, the pride of the German merchant marine, which years ago. Since that time they have been used as transports. In order to be made fit for passenger service again many millions of dollars would be required for reconditioning. Their place on the seas have now been taken by more modern vessels. With the exception of the *Leviathan*, the *Huron* and the *Aeolus*, the *Huron* and the *Aeolus* others the board has never felt justified in spending the money necessary for refitting.

Peabody Engineering Co. Gets Job on Leviathan

Will Install Oil-Burning Equipment; Speed of Giant Liner Is Increased

The Newport News Shipbuilding and Dry Dock Company, which is reconditioning the *Leviathan*, has awarded to the Peabody Engineering Company, a contract for the installation of oil-burning equipment. It was learned yesterday. This new machinery, with renovation of the engines, will increase the *Leviathan's* speed from 19 to 20 knots and will enable her to carry 10,000 tons of cargo and mail, which will be ready for service in May of next year.

All of the important sub-contracts have now been awarded with the exception of that for the upholstery hangings and similar materials. It was said yesterday that the work was progressing according to schedule. From \$2,000 to \$3,000 a week is being paid at the task. Inspection of the machinery has shown it to be in excellent condition. A new electrical system, however, will be installed.

U. S. Lines Will Have Agencies in Germany

Shipping Board Officials Bring Back New North German Lloyd Pact

The United States Line, which has previously done business in Germany through the North German Lloyd Steamship Company probably will have its own agencies in German cities soon. Elmer Schlesinger said that W. J. Love, T. H. Rosbottom and other officials of the board, who went abroad to negotiate a new agreement with the German line, would bring back the draft of the understanding late this month. The board has only meager information of the contract, but apparently the arrangement includes handling of the American ships by the German agency in Bremen, while the United States Line will have offices in interior cities.

Mr. Schlesinger said that he did not wish to commit himself in commenting upon the contract, as its nature would not be known until the arrival of the draft of the agreement. It is understood that the agreement is subject to the approval of the Shipping Board.

Marine Reports

NOTE.—The hours below are standard time.

SHIP	TYPE	FROM	TO	ARRIVAL	DEPARTURE
Sandy Hook	SS	London	NY	10:15	11:15
Governor's Island	SS	London	NY	10:30	11:30
Hell Gate	SS	London	NY	10:45	11:45

Winds at Sea Today

Hatteras to Key West—Moderate variable and weather partly overcast. Over East Gulf—Moderate southeast and weather partly overcast and probably local rain. Over West Gulf—Fresh southeast and weather partly overcast and probably local rain. Over Caribbean Sea and Windward Passage—Fresh easterly weather partly overcast and probably local rain. North of Sandy Hook—Fresh southeast and weather partly overcast and probably local rain. South of Sandy Hook—Fresh southeast and weather partly overcast and probably local rain. East of Sandy Hook—Fresh southeast and weather partly overcast and probably local rain. West of Sandy Hook—Fresh southeast and weather partly overcast and probably local rain. North of Cape Hatteras—Fresh southeast and weather partly overcast and probably local rain. South of Cape Hatteras—Fresh southeast and weather partly overcast and probably local rain. East of Cape Hatteras—Fresh southeast and weather partly overcast and probably local rain. West of Cape Hatteras—Fresh southeast and weather partly overcast and probably local rain.

Freight Ships Due

SHIP	FROM	ARRIVAL
Yardley	London	11:15
Yardley	London	11:30
Yardley	London	11:45

Arrived Yesterday

SHIP	FROM	ARRIVAL
Yardley	London	11:15
Yardley	London	11:30
Yardley	London	11:45

International Chamber Says Freedom of Seas Means Vessels of All Nations Have Equal Opportunity

PARIS, July 10 (By The Associated Press).—The Council of the International Chamber of Commerce, upon which the United States is represented, at a meeting in Paris to-day went on record as unanimously opposed to discrimination by a country against the mercantile marine of another power on the theory that all trade of any one nation belongs to the shipping interests of that country.

Although the United States was not specifically mentioned, it was indicated that rivalry between the American mercantile marine and the shipping interests of the other great powers was one of the factors inspiring the resolution, which reads:

"That the International Chamber of Commerce desires to call attention to the recent development in the various countries of the practice of flag discrimination and to record the conviction that such action is inimical to the prosperity of international commerce."

"That the claim upon which such practices are based, namely, that the trade of any one country belongs to the shipping interests of that country, is unsound and cannot be accepted by the commercial world in general, and that in times of peace the benefit of freedom of the seas can only be secured by equal opportunity in all ports for all nations."

Another resolution adopted unanimously declared against an "international tax war on shipping," which the Chamber says is now a possibility. Such a step, the resolution says, would result in greatly increasing the cost of sea transport. The governments, therefore, are urged to adopt the principle of reciprocal exemption from taxes on profits of foreign shipping.

Merchant Marine Ranked Next to Navy by Denby

Secretary Makes Plea for American Foreign Commerce in Yokohama Address

YOKOHAMA, July 10 (By The Associated Press).—Edwin Denby, speaking as the "head of the United States Navy," at a dinner given in his honor to-night by American business men, declared that "the merchant marine is second only to the navy in its importance to the defense of our country."

The Secretary said that he knew of instances of deliberate rough handling of American freight in order to prejudice foreign trade. He added that he never had heard of such cases in connection with Japanese ships.

To-morrow morning Secretary Denby will sail from Yokohama on the transport Henderson direct to Nagasaki.

Notice to Mariners

(By U. S. Hydrographic Office.)—About July 15 the following buoy marked the dredged channel in the approach to the Hudson River, New York Bay, will be moved. Buoy 6 will be moved about 100 yards north to three fathoms of water. Buoy 7 will be moved about 125 yards north to two fathoms of water. Buoy 8 will be moved about 150 yards north to one fathom of water. Buoy 9 will be moved about 175 yards north to one fathom of water. Buoy 10 will be moved about 200 yards north to one fathom of water. Buoy 11 will be moved about 225 yards north to one fathom of water. Buoy 12 will be moved about 250 yards north to one fathom of water. Buoy 13 will be moved about 275 yards north to one fathom of water. Buoy 14 will be moved about 300 yards north to one fathom of water. Buoy 15 will be moved about 325 yards north to one fathom of water. Buoy 16 will be moved about 350 yards north to one fathom of water. Buoy 17 will be moved about 375 yards north to one fathom of water. Buoy 18 will be moved about 400 yards north to one fathom of water. Buoy 19 will be moved about 425 yards north to one fathom of water. Buoy 20 will be moved about 450 yards north to one fathom of water. Buoy 21 will be moved about 475 yards north to one fathom of water. Buoy 22 will be moved about 500 yards north to one fathom of water. Buoy 23 will be moved about 525 yards north to one fathom of water. Buoy 24 will be moved about 550 yards north to one fathom of water. Buoy 25 will be moved about 575 yards north to one fathom of water. Buoy 26 will be moved about 600 yards north to one fathom of water. Buoy 27 will be moved about 625 yards north to one fathom of water. Buoy 28 will be moved about 650 yards north to one fathom of water. Buoy 29 will be moved about 675 yards north to one fathom of water. Buoy 30 will be moved about 700 yards north to one fathom of water. Buoy 31 will be moved about 725 yards north to one fathom of water. Buoy 32 will be moved about 750 yards north to one fathom of water. Buoy 33 will be moved about 775 yards north to one fathom of water. Buoy 34 will be moved about 800 yards north to one fathom of water. Buoy 35 will be moved about 825 yards north to one fathom of water. Buoy 36 will be moved about 850 yards north to one fathom of water. Buoy 37 will be moved about 875 yards north to one fathom of water. Buoy 38 will be moved about 900 yards north to one fathom of water. Buoy 39 will be moved about 925 yards north to one fathom of water. Buoy 40 will be moved about 950 yards north to one fathom of water. Buoy 41 will be moved about 975 yards north to one fathom of water. Buoy 42 will be moved about 1000 yards north to one fathom of water. Buoy 43 will be moved about 1025 yards north to one fathom of water. Buoy 44 will be moved about 1050 yards north to one fathom of water. Buoy 45 will be moved about 1075 yards north to one fathom of water. Buoy 46 will be moved about 1100 yards north to one fathom of water. Buoy 47 will be moved about 1125 yards north to one fathom of water. Buoy 48 will be moved about 1150 yards north to one fathom of water. Buoy 49 will be moved about 1175 yards north to one fathom of water. Buoy 50 will be moved about 1200 yards north to one fathom of water. Buoy 51 will be moved about 1225 yards north to one fathom of water. Buoy 52 will be moved about 1250 yards north to one fathom of water. Buoy 53 will be moved about 1275 yards north to one fathom of water. Buoy 54 will be moved about 1300 yards north to one fathom of water. Buoy 55 will be moved about 1325 yards north to one fathom of water. Buoy 56 will be moved about 1350 yards north to one fathom of water. Buoy 57 will be moved about 1375 yards north to one fathom of water. Buoy 58 will be moved about 1400 yards north to one fathom of water. Buoy 59 will be moved about 1425 yards north to one fathom of water. Buoy 60 will be moved about 1450 yards north to one fathom of water. Buoy 61 will be moved about 1475 yards north to one fathom of water. Buoy 62 will be moved about 1500 yards north to one fathom of water. Buoy 63 will be moved about 1525 yards north to one fathom of water. Buoy 64 will be moved about 1550 yards north to one fathom of water. Buoy 65 will be moved about 1575 yards north to one fathom of water. Buoy 66 will be moved about 1600 yards north to one fathom of water. Buoy 67 will be moved about 1625 yards north to one fathom of water. Buoy 68 will be moved about 1650 yards north to one fathom of water. Buoy 69 will be moved about 1675 yards north to one fathom of water. Buoy 70 will be moved about 1700 yards north to one fathom of water. Buoy 71 will be moved about 1725 yards north to one fathom of water. Buoy 72 will be moved about 1750 yards north to one fathom of water. Buoy 73 will be moved about 1775 yards north to one fathom of water. Buoy 74 will be moved about 1800 yards north to one fathom of water. Buoy 75 will be moved about 1825 yards north to one fathom of water. Buoy 76 will be moved about 1850 yards north to one fathom of water. Buoy 77 will be moved about 1875 yards north to one fathom of water. Buoy 78 will be moved about 1900 yards north to one fathom of water. Buoy 79 will be moved about 1925 yards north to one fathom of water. Buoy 80 will be moved about 1950 yards north to one fathom of water. Buoy 81 will be moved about 1975 yards north to one fathom of water. Buoy 82 will be moved about 2000 yards north to one fathom of water. Buoy 83 will be moved about 2025 yards north to one fathom of water. Buoy 84 will be moved about 2050 yards north to one fathom of water. Buoy 85 will be moved about 2075 yards north to one fathom of water. Buoy 86 will be moved about 2100 yards north to one fathom of water. Buoy 87 will be moved about 2125 yards north to one fathom of water. Buoy 88 will be moved about 2150 yards north to one fathom of water. Buoy 89 will be moved about 2175 yards north to one fathom of water. Buoy 90 will be moved about 2200 yards north to one fathom of water. Buoy 91 will be moved about 2225 yards north to one fathom of water. Buoy 92 will be moved about 2250 yards north to one fathom of water. Buoy 93 will be moved about 2275 yards north to one fathom of water. Buoy 94 will be moved about 2300 yards north to one fathom of water. Buoy 95 will be moved about 2325 yards north to one fathom of water. Buoy 96 will be moved about 2350 yards north to one fathom of water. Buoy 97 will be moved about 2375 yards north to one fathom of water. Buoy 98 will be moved about 2400 yards north to one fathom of water. Buoy 99 will be moved about 2425 yards north to one fathom of water. Buoy 100 will be moved about 2450 yards north to one fathom of water. Buoy 101 will be moved about 2475 yards north to one fathom of water. Buoy 102 will be moved about 2500 yards north to one fathom of water. Buoy 103 will be moved about 2525 yards north to one fathom of water. Buoy 104 will be moved about 2550 yards north to one fathom of water. Buoy 105 will be moved about 2575 yards north to one fathom of water. Buoy 106 will be moved about 2600 yards north to one fathom of water. Buoy 107 will be moved about 2625 yards north to one fathom of water. Buoy 108 will be moved about 2650 yards north to one fathom of water. Buoy 109 will be moved about 2675 yards north to one fathom of water. Buoy 110 will be moved about 2700 yards north to one fathom of water. Buoy 111 will be moved about 2725 yards north to one fathom of water. Buoy 112 will be moved about 2750 yards north to one fathom of water. Buoy 113 will be moved about 2775 yards north to one fathom of water. Buoy 114 will be moved about 2800 yards north to one fathom of water. Buoy 115 will be moved about 2825 yards north to one fathom of water. 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Buoy 130 will be moved about 3200 yards north to one fathom of water. Buoy 131 will be moved about 3225 yards north to one fathom of water. Buoy 132 will be moved about 3250 yards north to one fathom of water. Buoy 133 will be moved about 3275 yards north to one fathom of water. Buoy 134 will be moved about 3300 yards north to one fathom of water. Buoy 135 will be moved about 3325 yards north to one fathom of water. Buoy 136 will be moved about 3350 yards north to one fathom of water. Buoy 137 will be moved about 3375 yards north to one fathom of water. Buoy 138 will be moved about 3400 yards north to one fathom of water. Buoy 139 will be moved about 3425 yards north to one fathom of water. Buoy 140 will be moved about 3450 yards north to one fathom of water. Buoy 141 will be moved about 3475 yards north to one fathom of water. Buoy 142 will be moved about 3500 yards north to one fathom of water. Buoy 143 will be moved about 3525 yards north to one fathom of water. 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Buoy 284 will be moved about 7050 yards north to one fathom of water. Buoy 285 will be moved about 7075 yards north to one fathom of water. Buoy 286 will be moved about 7100 yards north to one fathom of water. Buoy 287 will be moved about 7125 yards north to one fathom of water. Buoy 288 will be moved about 7150 yards north to one fathom of water. Buoy 289 will be moved about 7175 yards north to one fathom of water. Buoy 290 will be moved about 7200 yards north to one fathom of water. Buoy 291 will be moved about 7225 yards north to one fathom of water. Buoy 292 will be moved about 7250 yards north to one fathom of water. Buoy 293 will be moved about 7275 yards north to one fathom of water. Buoy 294 will be moved about 7300 yards north to one fathom of water. Buoy 295 will be moved about 7325 yards north to one fathom of water. Buoy 296 will be moved about 7350 yards north to one fathom of water. Buoy 297 will be moved about 7375 yards north to one fathom of water. Buoy 298 will be moved about 7400 yards north to one fathom of water. Buoy 299 will be moved about 7425 yards north to one fathom of water. Buoy 300 will be moved about 7450 yards north to one fathom of water. Buoy 301 will be moved about 7475 yards north to one fathom of water. Buoy 302 will be moved about 7500 yards north to one fathom of water. Buoy 303 will be moved about 7525 yards north to one fathom of water. Buoy 304 will be moved about 7550 yards north to one fathom of water. Buoy 305 will be moved about 7575 yards north to one fathom of water. Buoy 306 will be moved about 7600 yards north to one fathom of water. Buoy 307 will be moved about 7625 yards north to one fathom of water. Buoy 308 will be moved about 7650 yards north to one fathom of water. Buoy 309 will be moved about 7675 yards north to one fathom of water. Buoy 310 will be moved about 7700 yards north to one fathom of water. Buoy 311 will be moved about 7725 yards north to one fathom of water. Buoy 312 will be moved about 7750 yards north to one fathom of water. Buoy 313 will be moved about 7775 yards north to one fathom of water. Buoy 314 will be moved about 7800 yards north to one fathom of water. Buoy 315 will be moved about 7825 yards north to one fathom of water. Buoy 316 will be moved about 7850 yards north to one fathom of water. Buoy 317 will be moved about 7875 yards north to one fathom of water. Buoy 318 will be moved about 7900 yards north to one fathom of water. Buoy 319 will be moved about 7925 yards north to one fathom of water. Buoy 320 will be moved about 7950 yards north to one fathom of water. Buoy 321 will be moved about 7975 yards north to one fathom of water. Buoy 322 will be moved about 8000 yards north to one fathom of water. Buoy 323 will be moved about 8025 yards north to one fathom of water. Buoy 324 will be moved about 8050 yards north to one fathom of water. Buoy 325 will be moved about 8075 yards north to one fathom of water. Buoy 326 will be moved about 8100 yards north to one fathom of water. Buoy 327 will be moved about 8125 yards north to one fathom of water. Buoy 328 will be moved about 8150 yards north to one fathom of water. Buoy 329 will be moved about 8175 yards north to one fathom of water. Buoy 330 will be moved about 8200 yards north to one fathom of water. Buoy 331 will be moved about 8225 yards north to one fathom of water. Buoy 332 will be moved about 8250 yards north to one fathom of water. Buoy 333 will be moved about 8275 yards north to one fathom of water. Buoy 334 will be moved about 8300 yards north to one fathom of water. Buoy 335 will be moved about 8325 yards north to one fathom of water. Buoy 336 will be moved about 8350 yards north to one fathom of water. Buoy 337 will be moved about 8375 yards north to one fathom of water. Buoy 338 will be moved about 8400 yards north to one fathom of water. Buoy 339 will be moved about 8425 yards north to one fathom of water. Buoy 340 will be moved about 8450 yards north to one fathom of water. Buoy 341 will be moved about 8475 yards north to one fathom of water. Buoy 342 will be moved about 8500 yards north to one fathom of water. Buoy 343 will be moved about 8525 yards north to one fathom of water. Buoy 344 will be moved about